

5th Ranger Training Battalion Aviation Procedures Guide (5th RTBn APG)



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Department of the Army

5th RTB APG

5th Ranger Training Battalion and
Camp Frank D. Merrill
Dahlonge, Georgia 30533
5th Ranger Training Battalion Aviation Procedures Guide

Summary: This guide covers aviation operations and local flight rules for the 5th RTB training area and the Chattahoochee National Forest. Alert Area A-685, which will be further referred to as A-685, and the Marauder lights-out/NVG training area, which will be referred to as The Marauder NVD area, contain the majority of the 5th RTB designated military training area. A-685 is a special use airspace that contains an unusual type of helicopter activity which is not hazardous to aircraft and is meant to alert non-participating aircraft of such activity. All activities within A-685 are conducted in accordance with Federal Air Regulations and pilots of participating aircraft as well as pilots transiting the area are equally responsible for collision avoidance. The Marauder NVD area is a designated lights-out/NVG training area for Night Vision Goggle or Device (NVG / NVD) aided flight under lights-out condition at night.

Applicability: This guide applies to all aviation organizations assigned, attached, or training at the 5th RTB training area and the Chattahoochee National Forest.

Supplementation: Supplementation of this guide is prohibited without prior coordination through the 5th RTB Commander.

Suggested Improvements: The proponent for this guide is the 5th RTB and the USAIC Installation Aviation Safety and Standardization Office. Users may send comments and suggested improvements to:

Commander
ATTN: S-3 (Air)
5th RTB, Camp Frank D. Merrill
Dahlonge, Georgia 30533.

Or

Lawson Army Airfield
ATTN: USAIC AVN Safety and Standardization Office
BLDG 2385, Jecelin Road
Fort Benning, GA 31905-5000

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Chapter 1

General

1-1. Purpose. This guide establishes responsibilities, procedures, and rules for rotary-wing aviation operations in the 5th RTB training areas within the Chattahoochee National Forest.

1-2. General. The mission of the 5th RTB is to train critical combat arms related functional skills to develop the Ranger student's ability to lead small unit operations in close combat, direct fire battle in mountainous terrain. Camp Frank D. Merrill and the 5th RTB training areas are located within the boundaries of the Chattahoochee National Forest. Since 1951 the 5th RTB has had an on-going mutual use agreement with the Department of Agriculture, National Forest Service and the Department of Natural Resources concerning military training in the Chattahoochee National Forest. This agreement has gone through numerous public scrutinies that have made it necessary to establish control measures that have only been enforced on military operations on the ground. Increased military helicopter activity in the 5th RTB training area without procedural controls have brought on safety issues making it necessary to establish use and scheduling procedures. From initial mission planning through execution, safety is paramount. Detailed preparation, analysis of associated risk, and application of appropriate risk mitigation measures at all levels will allow units to safely gain the maximum benefit from training in the 5th RTB areas and the Chattahoochee National Forest.

1-3. References. Related publications referenced in this guide are listed in Appendix A.

1-4. Explanation of terms and abbreviations. Explanation of terms and abbreviations used in this guide are listed in Appendix B Glossary.

1-5. Deviations. Individuals or organizations requesting deviations from this guide will coordinate with the 5th RTB Operations (S3) Air.

1-6. Responsibilities.

a. 5th RTB Responsibilities include:

(1) Provide liaison between DoD units and the National Forest Service and the Department of Natural Resources.

(2) The management and scheduling of the 5th RTB designated training area, the issue and management of prior permission requests (PPRs), the certification process, and the deconfliction of airspace use between the various aviation units and Ranger training.

(3) Initiate a certification process consisting of an Aviation Training and Hazards Brief and orientation flight to ensure all aviation units comply with the current USDA Forest Service Supplemental Land Use Agreement.

(4) Ensure A-685 and the Marauder NVD area are not active simultaneously in accordance with (IAW) Federal Aviation Administration (FAA) guidance.

(5) Disseminate airspace use and schedule information. This includes surveyed usable and non-usable LZ's, hazards, and other information pertinent to safe flight operations.

(6) Limit the number of participating aircraft operating in the Marauder NVD area north and the Marauder NVD area south to five helicopters each that are from the same unit or scheduled military exercise.

(7) Ensure ground to air communications are monitored IAW the current Aviation Training and Hazards Brief during all scheduled use of the training area.

(8) Ensure the Staff Duty Non-Commissioned Officer (SDNCO) (Mountain Ranger zero-eight (08)) monitors the appropriate ground to air frequency at all times when the training area is in active use. When the Tactical Operations Center (TOC) is active, the assigned TOC personnel will monitor said appropriate ground to air frequency.

(9) Provide reasonable and timely aerial access to the underlying private and public use land IAW the supplemental land use agreement.

(10) Provide assistance during overdue aircraft preliminary searches (i.e. parking apron/ramp search, FM radio commo-check search, etc.), search and rescue assistance, and assist in emergency response agency operations.

(11) Coordinate airspace activities through the MACON Flight Service Station (FSS) using the Notices to Airman (NOTAM) system.

(12) Issue PPRs for use of MOSBY AHP (7A7).

b. The USAIC Aviation Safety and Standardization Office and the Air Traffic and Airspace (AT&A) Officer provide Army aviation subject matter assistance to the 5th RTB. Responsibilities include:

- (1) Conduct safety surveys every 180 days of existing 5th RTB Landing Zones (LZ) for Army aviation use.
- (2) Coordinate airspace management procedures within A-685 and the Marauder NVD area.
- (3) Ensure safe operations occur in accordance with current regulations, directives, agreements and other airspace management procedures.
- (4) Provide assistance in resolving aviation issues concerning use, pilot deviations, and complaints with regards to the 5th RTB designated training area.

c. All aviation units will comply with all matters concerning the use of the 5th RTB designated training areas and their responsibilities include:

- (1) All DoD military aircraft will monitor Air to Air communications at all times while operating inside A-685 or the Marauder NVD area.
- (2) All DoD military aircraft, while operating in A-685 or the Marauder NVD area, will maintain air to ground communications with 5th RTB in accordance with the current Aviation Training and Hazard Brief and DoD Flight Publications.
- (3) Coordinate all air activities through the 5th RTB Operations (Air).
- (4) Provide a subject matter expert (SME) for coordination and liaison in regards to the aviation unit's current operating regulations, directives, and procedures.
- (5) All aviation units that are not Army aircraft will provide the 5th RTB with a copy of their services current exemption from FAR section 91.209 (a) (1) and (2).
- (6) All aviation units should send their trainers to receive the Aviation Training and Hazards Brief and Orientation flight. This is the preferred method authorized by the 5th RTB. Aviation units that utilize this method will submit a Memorandum for Record (MFR) thru the 5th RTB Commander to the 5th RTB

Operations (Air). The MFR will list by rank and name all pilots that have completed the training and orientation flight. The MFR will be signed by the unit commander, commanding officer, or designated signature authority not lower than an O-3. The MFR must be updated at least annually or when personnel training requirements change.

Chapter 2 Airspace

2-1. General. A-685 (Figure 3) and the Marauder NVD area (Figure 4) are 17 nm southwest of the Harris (HRS) VORTAC. A-685 is a 12.5 Nm radius circle geographically centered on Hill 921, N 34° 42.90' W 084° 07.07' from the surface to 700 feet AGL. A-685 is active from sunrise to sunset. The Marauder NVD area is depicted in the 5th RTB Aviation Training and Hazard Brief and DoD Flight Information Publications and resides approximately within the following boundaries: N 34° 54.00' W 084° 16.00', to N 34° 54.00' W 084° 00.00', to N 34° 31.00' W 084° 00.00', to N 34° 31.00' W 084° 16.00', to point of beginning from the surface to 500 feet AGL, excluding that airspace within a 4 nautical mile radius of the Blairsville, Lumpkin Co - Wimpys and High Valley Airports. The Marauder NVD area is sub-divided as the Marauder NVD area north and south to allow maximum efficient use of the airspace. The separation boundary (Figure 8) between the Marauder NVD area north and south begins at N 34° 45.71' W 084° 15.00' then follows the Toccoa river east to the Skeenah river, it follows the Skeenah river north to Sugar Hill and state route 60, follows state route 60 to N 34° 44.27' W 084° 04.65.' The Marauder NVD area is active intermittently 30 minutes after sunset to 30 minutes before sunrise. These areas are part of the 5th RTB training area. **Only rotary wing operations are authorized in the Marauder NVD area.**

2-2. Coordinating Altitudes. All pilots must maintain the altitudes commensurate with published regulations, directives, and SOP for aviation flight operations. Effective altitude for A-685 is from the surface to 700 ft AGL and surface to 500 ft AGL for the Marauder NVD area. **Only rotary wing operations are authorized in the Marauder NVD area.**

2-3. Low level Structure. There are currently multiple Military Training Routes (MTR) that over-fly and penetrate A-685 and the Marauder NVD area. Pilots will check appropriate DoD publications for active times of use and increase vigilance when MTRs are active.

2-4. Terrain Flight Routes. The Georgia Army National Guard is the proponent for nomination and establishment of NVD terrain flight procedures within the Marauder NVG lights-out training area. The routes will be IAW the respective services current regulations, directives, and Standard Operating Procedures (SOP).

a. Terrain flight entry and exit points. Rotary-wing aircraft conducting terrain flight operations must enter and/or exit the Marauder NVD area at the following coordinates:

ACP1 – Southeast entry point
N 34° 30.69' W 084° 04.43'
Elevation: 1391 feet.
(NAD-27) 17S GP 6863 2254

ACP2 – East entry point
N 34° 39.06' W 083° 48.05'
Elevation: 1657 feet.
(NAD-27) 17S KJ 4329 3769

ACP3 – North entry point
N 34° 55.84' W 084° 06.77'
Elevation: 1624 feet
(NAD-27) 16S GP 6370 6890

ACP4 – West entry point
N 34° 34.52' W 084° 23.12'
Elevation: 1775 feet
(NAD-27) 16S GP 3985 2884

b. Aircraft conducting terrain flight operations in A-685 or the Marauder NVD area must avoid over-flight of all designated no-fly areas. Aircrews will exercise caution and discretion when penetrating designated avoid and noise abatement areas. All aircraft should avoid published airports and airfields by 4 nm during the conduct of terrain flight operations unless prior permission is obtained or landing for emergencies.

2-5. Flight Route. Aviation units will determine flight routes IAW their service regulations, directives and SOP. Aircrews will ensure that their flight route complies with all the requirements necessary to reduce noise intrusion, risk for damage, and does not interfere with the 5th RTB Ranger student training. 5th RTB reserves the right to review and approve the aviation unit's flight route.

2-6. Landing Zone (LZ). 5th RTB maintains a list of LZs that are under a land-use agreement with the Forest Service and the Department of Natural Resources (DNR). Use of these LZs will be at the pilot's own risk. Aviation units unfamiliar or new to the area must conduct a day recon of the LZs intended for

use at least 24 hours prior to the conduct of aviation operations into and out of the designated LZ's or IAW their service regulations, directives or unit SOP.

2-7. Drop Zone. The 5th RTB maintains a designated drop zone at N 34° 28.55 W 083° 54.97 (17S KJ 3206 1848) for cadre and student use. This area is used to support airborne operations during student and non-student cycle training periods. Army Regulation 350-3, Training, governs the operational requirements and use of drop zone areas. The 5th RTB will ensure non-participating aircraft are informed by NOTAM of any active drop zone operations.

2-8. No-Fly Area. DoD aircraft are restricted from any operations inside any 5th RTB designated no-fly area.

Chapter 3

Flight Procedures and Rules

3-1. General.

a. All pilots will receive an operations/safety briefing prior to conducting tactical aviation operations within A-685 and the Marauder NVD area. Prior to entering A-685, aircrews must have completed the Aviation Training and Hazards Brief and orientation flight. A valid Prior Permission Request (PPR) number is also required to effectively manage land and airspace use. Aircrews will establish contact with Mountain Ranger 08 or 38H to obtain the latest A-685 or Marauder NVD area flight information (i.e. new hazards or restrictions, other aircraft, etc.). Aircrews will monitor the published Air to Air frequency while operating inside A-685 and the Marauder NVD areas.

b. Pilots can obtain PPR numbers from the 5th RTB Operations (S3) Air at (706) 864-3367 ext 231 or 232. Prior to entering A-685 or the Marauder NVD area, aircrews must have a valid PPR number.

c. Pilots will exercise extreme caution during night operations in the Marauder NVD area.

d. Unit's will limit the number of aircraft in each Marauder NVD area to five helicopters.

e. Aircrews will cross the Appalachian Trail (AT) or the Tennessee Valley Divide (TVD) at the following standard crossing points at night when transitioning to or from MOSBY AHP (7A7):

(1) Northbound from 7A7 – Cross at the Hightower Gap, N 34° 39.84' W 084° 07.78' (16S GP 6302 3932) or Horse Gap, N 34° 39.34' W 084° 06.26' (16S GP 6537 3846).

(2) Southbound to 7A7 – Cross at Justus Gap, N 34° 39.14' W 084° 04.01' (16S GP 6882 3819) or Fryingpan Gap, N 34° 38.72' W 084° 09.42' (16S GP 6058 3717).

It is strongly recommended that aircrews always use the standard crossing points when transitioning north or south of the AT/TVD during all aviation operations in A-685 and the Marauder NVD area.

3-2. Prior Permission Request (PPR). The MOSBY AHP and adjoining National Forest areas require aircrews to obtain a PPR prior to entry or arrival.

a. Contact 5th RTB Operations for PPR's, 72 hours in advance, for scheduling aviation operations or landing at the following locations.

(1) MOSBY AHP (7A7).

(2) Designated 5th RTB LZs.

(3) Designated NVD training area, The Marauder NVD area North or The Marauder NVD area South.

b. Pilots without a PPR may be refused entry into A-685 or the Marauder training area during periods of extensive military training exercises and operations. Pilots will be denied landing at MOSBY AHP without a PPR.

3-3. Flight Plans.

a. Visual Flight Rules (VFR). All aircrews operating from MOSBY AHP will file a VFR Flight Plan with MACON Flight Service.

b. Instrument Flight Rules (IFR). File flight plans with MACON Flight Service, IAW the GP.

c. Closing Flight Plans. Flight plans should be closed with MACON Flight Service. 5th RTB personnel (Mountain Ranger 08 or 38H) are not trained or familiar with closing flight plans. It is the Aircraft Commander, Pilot in Command, or Air Mission Commander's responsibility to ensure their flight plans are closed with the appropriate agency.

3-4. Weather. MACON Flight Service, 28 OWS Shaw Air Force Base, or 17th ASOS C-Flight (3DRC), Fort Benning provides area and alternate weather forecasts, weather briefings, climatology information, weather warnings, advisories, and watches. DoD forecaster personnel provide weather service IAW hours published in DoD FLIP.

a. Army aviation units will obtain weather information, IAW AR 95-1, from a military weather facility unless a military forecaster is not available. Army pilots departing MOSBY AHP should contact the best available weather facility when military weather service is not available.

b. Transiting pilots should contact a weather facility IAW their published regulations, directives or SOP.

c. Weather minimums. Army rotary-wing aircraft operating VFR in uncontrolled airspace at or below 1200 feet AGL will comply with the weather minimums in AR 95-1.

e. Solar and Lunar data is available from any military weather facility or Flight Service Station.

3-5. Communications.

a. All aircraft operating within A-685 and The Marauder NVD area will maintain positive communications with Mountain Ranger 08 (zero-eight) or 38H (three-eight hotel) on FM frequency 34.100 and monitor the published Air to Air primary VHF frequency 139.300 or alternate UHF frequency 227.200. Low flying rotary wing aircraft may encounter inadequate communications when operating at low level or terrain flight mode over the majority of the training and National Forest area. An increase in altitude should improve communications in these areas. **Please note that the radio personnel monitoring and manning Mountain Ranger 08 or 38H are not trained ATC personnel. Exercise patience when transmitting or requesting information.**

b. Entry communications. Initial contact with Mountain Ranger 08 or 38H will include the following minimum information:

(1) Aircraft ID

(2) Type and number of aircraft

(3) Persons on board (POB)

(4) Altitude

(5) PPR number

c. Operating communications. Pilots will monitor at all times the published Air to Air frequency when operating in A-685 and The Marauder NVD area. Pilots will call prior to crossing the Appalachian Trail (AT) or Tennessee Valley Divide (TVD) or when transitioning from either the Marauder North or South NVD area. The call will include the following:

- (1) Aircraft ID
- (2) Type and number of aircraft
- (3) Altitude
- (4) Crossing point
- (5) Direction of flight

Pilots will also call when landing and departing any LZs. Pilots will use the designated 5th RTB LZ names when identifying LZs during radio calls.

d. Exit communications. Prior to frequency change the pilot will provide the following information to Mountain Ranger 08 or 38H:

- (1) Aircraft ID.
- (2) Type and number of aircraft.
- (3) POB
- (4) Estimated time of return or other information as requested.

3-6. Night Operations.

a. General. Flights using Night Vision Device (NVD) in a mountainous environment with less than 23% illumination (50% for unaided flight) and 30 degrees lunar altitude are extremely hazardous, especially for aircraft not equipped with a radar altimeter. Aviation commanders should review their unit's capability to conduct night operations in mountainous terrain.

b. Minimum Lighting. Minimum lighting inside the boundaries of A-685 is position lights steady-bright and anti-collision light (if installed) "ON." Aircraft equipped with upper and lower anti-collision lights, as a minimum, must have the upper anti-collision light on.

- (1) For multiple aircraft operating as a single (formation) flight, one aircraft must have minimum lighting.
- (2) Single aircraft deviation is not-authorized.

c. Minimum lighting inside the Marauder NVD area is all aircraft except the trail aircraft – Anti-collision lights/Strobes – OFF, position lights to dim or IAW current FAA exemption from lighting requirements.

The minimum levels defined above do not preclude aircraft from operating at higher lighting levels based on operational considerations.

d. Call Signs. Aided aircraft within the Marauder NVD area will add the word "goggles" to their call sign (i.e. Raven 99 goggles).

e. Transition Air Control Point (ACP). Aircrews will use the following standard NVD transition ACP (Figure 8) when transitioning from either the Marauder North or South NVD area.

(1) Northbound ACPs

Sugar Hill
N 34° 45.89' W 084° 09.97'
Elevation: 2031 feet.
(NAD-27) 16S GP 5936 5042

Cooper Creek
N 34° 44.81' W 084° 06.33'
Elevation: 2313 feet.
(NAD-27) 16S GP 6497 4858

(2) Southbound ACPs

Dial
N 34° 45.75' W 084° 13.68'
Elevation: 1844 feet.
(NAD-27) 16S GP 5372 4999

Rocky Mountain
N 34° 44.92' W 084° 05.07'
Elevation: 3071 feet.
(NAD-27) 16S GP 6689 4883

3-7. Noise Abatement (Figure 5). The high volume of air traffic operating within the 5th RTB training area generates considerable noise complaints. Aircrews should take precautions to avoid over flights of private properties and

communities. Aircrews transiting through A-685 or the Marauder NVD area should operate at or above 2000 feet AGL, unless weather or aircraft emergency dictates otherwise. Aircraft noise complaints are directed to the 5th RTB Operations (S-3) Air. The 5th RTB will conduct an investigation to resolve noise complaints and forward findings to the 5th RTB Commander and FAA Southern Region Department of the Army Regional Representative (DARR). Noise complaints and flight violations of a serious nature will be cause for 5th RTB to deny access to the designated training area until completion of an investigation through the pilot or unit's chain of command. Aircrews will take every precaution to avoid over-flight of private properties and communities. Aircrews operating inside A-685 should avoid all civilian structures and personnel by a lateral distance of 500 meters and a vertical distance of 1000 feet AGL, unless depicted otherwise. The following are designated Noise Sensitive Areas (Figure 5) below 1000 feet AGL. Pilots must avoid these areas by a lateral distance of 500 meters, unless depicted otherwise.

- a. Fish Hatchery N 34° 42.40' W 084° 09.02' (16 S GP 610440)
- b. Hidden Lake Academy N 34° 37.69' W 084° 04.14' (16 S GP 687355)
- c. Corinth Church N 34° 44.45' W 084° 04.43' (16 S GP 679480)
- d. Crazy Horse LZ (Mr. Grendle's Farm) N 34° 34.53' W 084° 07.78' (16 S GP 633295). Avoid by a lateral distance of 1000 meters.
- e. Pleasant Valley Church N 34° 41.54' W 084° 04.60' (16 S GP 678426)
- f. Mt. Pleasant Church no. 2 N 34° 42.50' W 084° 04.10' (16 S GP 685444)

3-8. No-Over flight Areas (Figure 5). Aircrews will not over fly the following at altitudes less than 1000 feet AGL:

- a. At night aircrews will not over fly or hover near houses, housing areas, hospitals, churches, schools, farm animals, or gatherings of people. Aircrews must avoid the above by at least 500 meters.
- b. Published airports by at least four nm.

c. The designated Appalachian Trail Recreation Area. Cross at least at a 90 degree angle and avoid flying parallel to the trail.

d. Designated and published Ed Jenkins National Recreation Area (Figure 5). IAW the 5th RTB NFS agreement, aviation assets in direct support of 5th RTB may utilize portions of the Ed Jenkins National Recreation Area (EJNRA). Those portions of the EJNRA that remain off-limits (both air and ground operations) are the published No-Flight Area and the Fish Hatchery.

3-9. MOSBY AHP (7A7). MOSBY AHP (N 34° 37.00' W 084° 06.00') is located 7.6 nm Northwest of Dahlonega, Georgia.

a. MOSBY AHP Facilities. MOSBY is a minimum use facility, with limited parking and refuel capability, specifically for Ranger training and MEDEVAC operations. A PPR is required to land or operate at 7A7.

b. Traffic Pattern (Figure 6). Standard approach and landing into 7A7 is to the North. Standard traffic pattern is West traffic.

c. Parking (Figure 1 and 2).

(1) MOSBY AHP consists of a large concrete parking pad, a MEDEVAC specific concrete parking pad and a ½ mile long grass strip with trees on all sides. Additional parking is available at the northern end of the grass strip keyhole.

(2) Due to limited parking areas, CH-47 size aircraft parking will be limited. Prior coordination with 5th RTB is imperative.

d. Hazards. 5th RTB maintains a small arms range on the west side half-way down the landing strip. The range is active intermittently. Aircrews can obtain the active times and use information from 5th RTB Operations or SDNCO.

e. POL Services.

(1) Fuel. Limited JP8 fuel is available to DoD aircraft with PPR. Non-DoD aircraft must make prior coordination with 5th RTB for fuel fund reimbursement requirements.

(3) Hot Refueling. NOT AUTHORIZED.

(4) Cold refueling. Aircraft will be completely shut down, blades should be tied down or rotor locks engaged. During night cold refueling, aircrew personnel will provide lighting.

(5) Fuel Personnel. Cold refueling requires two personnel. A crewmember(s) may be needed to meet these requirements and will be available for cold refuel.

f. Crash-Rescue/Fire. Emergency agencies are located in the cantonment area. Request an emergency agency by contacting Mountain Ranger 08 or 38H.

3-10. Special Operations.

a. Under flying wires is not authorized within A-685 or the Marauder NVD Area.

b. Inadvertent Instrument Meteorological Conditions (IIMC) procedures. Army aircrews experiencing IIMC should initiate procedures IAW their Aircrew Training Manual and unit SOPs, climb to 7000 feet MSL and contact Atlanta Approach Control or Atlanta Center to declare an emergency. These agencies will provide instructions concerning a suitable recovery airfield. Other services should consult their regulations, directives, and SOPs for emergency IMC recovery procedures.

3-11. Static Displays and Aerial Demonstrations. The use of Army aircraft for static displays and aerial demonstrations is governed by Army Regulation 360-61, Community Relations. Direct all requests to use Army aircraft in support of community relations activities to the Fort Benning Public Affairs Office (PAO), (DSN: 835-2211/4901, cmcl: 706-545-2211/4901). Address written inquiries to Commander, Fort Benning, Attention: ATSH-PAO, Fort Benning, Georgia 31905-5000. Approved request will be coordinated through the DOT.

3-12. Environmental Training Areas. The Chattahoochee National Forest has a myriad of extreme environmental conditions and terrain that challenge aviation operations. Unit commanders will ensure all aircrew members complete environmental training prior to arriving at A-685 or the Marauder NVD Area. As a minimum aircrews will conduct flight training in day and NVD mountain landings and takeoff techniques. Internal static load training will be conducted with each unit that will be lifted. If external loads are to be transported, mountain takeoff and landing flight training will be conducted in the mode of flight for the loads that will be lifted. Units can coordinate pre-arrival training

areas through the 5th RTB Operations. Areas are available to conduct environmental flight training and orientation flights. Units are responsible for controlling aircraft density in the areas provided. Units will limit the number of aircraft to a total of five in each Marauder NVD area.

3-13. Visiting Aviation Unit Procedures.

a. Units may deploy directly to MOSBY AHP prior to the conduct of training. Units must coordinate arrivals with 5th RTB Operations for PPR. Coordination information should include arrival and departure dates and times, type and number of aircraft, and specified parking requirements for vehicles and aircraft at the heliport. Units are responsible for internal logistic support at the heliport.

b. Units should establish internal procedural control measures to control air traffic within the parking area. The standard traffic pattern for 7A7 is west traffic and landing to the North (Figure 6).

c. Units will not leave the area until cleared by the 5th RTB Operations Officer or his designated representative.

d. Units will be responsible for all environmental compliance that is directly related to their occupation of MOSBY AHP or any other area assigned and will be enforced IAW Environmental Quality Army Regulations (i.e. AR 200-1, DA PAM 200-1, etc.).

e. Units will be responsible for all monetary charges directly related to taking care of their hazardous waste disposal.

3-14. Miscellaneous.

a. Amicalola Falls. Amicalola Falls located due west of Camp Frank D. Merrill (CFM) is a resort and recreation area inside A-685 N 34° 33.92' W 084° 14.58' at an elevation of 2600). Aircrews are requested to transit the area at or above 2000 feet AGL, weather permitting.

b. Ultra-light and light aircraft operations. Ultra-lights and small civilian aircraft occasionally fly in the Chattahoochee National Forest and the Appalachian Trail. Aircrews must use extreme caution when operating near Lumpkin Co – Wimpys (N 34° 34.76' W 084° 01.24') and the Blairsville (N 34° 51.31' W 083° 59.81') airports.

c. CS and other non lethal agents. CS may be integrated into the student scenario. Aircrews should use caution and anticipate possible contact.

d. Red smoke grenades/red star clusters. Red pyrotechnics are used by Ranger students and should not be mistaken for actual emergencies. A thorough brief from the S3 (Air) regarding pyrotechnics use should reduce the likelihood of interfering with ongoing student training.

e. Flight hazards not depicted. Any hazards not depicted on the 5th RTB hazards map, located in the 5th RTB Operations will be reported to the 5th RTB S3 (Air).

f. Property damage. Aircrews should report any noticeable damage of installation property, such as prominent wash outs, road erosion, rock/mud slides, or garbage to the 5th RTB Operations.

g. High Intensity Radio Transmission Area (HIRTA). The chance of encountering HIRTA within A-685 and The Marauder NVD area is remote. Suspected encounters will be reported by DA Form 2397-AB-R (AAAR) to the unit safety officer. The unit safety officer will provide a copy of the AAAR to the USAIC Aviation Safety Officer.

h. Chaff. The discharge of live chaff munitions from aircraft operating within A-685 and the Marauder NVD area is prohibited.

i. Flares. The discharge of live or simulated self-protect flares from aircraft operating within A-685 and the Marauder NVD area is prohibited.

Chapter 4

Aeromedical Evacuation

4-1. MEDEVAC Support. Aeromedical evacuation support is available for all Ranger training and operations at Camp Frank D. Merrill.

a. Aeromedical Requests. Requests for aeromedical evacuation support should be made by contacting:

(1) S3 Operations, com 706-864-3327 ext. 231/2/3/4/5/6/7.

(2) SDNCO, com 706-864-3327 ext 0, FM frequency 34.100.

b. Request Format. Requests for aeromedical evacuation support should follow the standard nine line format:

(1) Grid coordinates of landing site.

(2) Call sign and suffix of requesting agency. The requesting agency will remain on the Mountain Ranger 08 or 38H frequency, FM 34.100, and will contact the aircraft using the same frequency.

(3) Number of patients by precedence: Urgent, Priority, or Routine (Routine MEDEVACs will only be done on a case by case basis as a result of prior coordination).

(4) Special equipment required.

(5) Number of patients by type: Litter or Ambulatory.

(6) Types of wound, injury or illness.

(7) Method of marking landing site.

(8) Description of landing site.

(9) Patient's status (military or civilian).

Once communications with the aircraft are established, the pilot may request additional information such as:

(1) Approximate size of the landing site.

(2) Description of prominent obstacles or hazards, such as wires and antennas.

(3) Approximate wind direction and velocity.

(4) Magnetic azimuth of the long axis of landing site.

(5) Approximate angle of slope of the area.

c. Landing Area. The landing area is a critical portion of the entire aeromedical evacuation process. Requesting individuals or organizations should use the following three phase process to identify the landing area:

(1) Selection phase. Select an area that is relatively level and large enough to support a UH-60 aircraft, approximately 150 feet diameter or larger. The area should not contain hazards, such as wire, antennas, engineer tape, or other materials that can strike the rotor system.

(2) Marking phase. Mark the area prior to aircraft arrival. Use smoke or VS-17 panel during daylight hours and red or Infrared (IR) chem-lights or bean bag lights at night. At night a swinging chem-light may help guide the aircraft to the site. If possible, a standard inverted Y or NATO T should be used when marking the LZ. Never use flashing or high-beam lights. Prior to the aircraft arrival at night, make sure to clear the landing site of personnel, vehicles and equipment, and prohibit the use of white lights when the aircraft is in close proximity during landing.

(3) Control phase. Unit must maintain constant communications with the aircraft. Limit the number of personnel and vehicles within the area. Blowing dust and flying debris can be hazardous. Personnel participating in the evacuation mission must wear eye and hearing protection. Allow the aircrew to escort patients and other personnel to and from the aircraft. Clear the area prior to the aircraft departing.

Chapter 5 Safety

5-1. General. Risk Management must be the primary consideration in the planning and execution of every activity. The demands placed upon aviation units by the tactical scenario do not justify violating regulations, procedures or aircrew limitations. 5th RTB reserves the right to remove the unit out of the training area for gross negligence, serious safety violations, and conduct unbecoming. AR 385-95 delineates the Aviation Accident Prevention Program.

5-2. Environmental Safety.

a. The Chattahoochee National Forest is situated within the mountainous region of Northern Georgia.

b. Power management and landing in confined areas. Army Aviation units should conduct academic training for mountain operations IAW TC 1-210 and FM 1-202 prior to deploying to the 5th RTB training area. Units should provide their own tactical lighting system for night operations during each phase of their field training exercise (FTX).

c. Aviation Life Support Equipment (ALSE). ALSE requirements are listed in AR 95-1.

d. Emergency jettison of external fuel tanks. Every effort must be made to avoid the jettison of external fuel tanks in the Chattahoochee National Forest. If an emergency requires jettisoning of external fuel tanks, the aircrew must inform the ATC agency of such action and provide them with enough information (i.e. grid coordinate, amount of fuel in the tank(s), description of jettison area, etc.) to help activate an emergency spill response team/unit.

5-3. Aircraft Emergency/Accident Procedures.

a. Notification. All aircraft accidents, forced landings, emergency landings, and precautionary landings (PLs) will be reported as soon as possible to the appropriate flight advisory agency. That agency will initiate the Pre Accident Plan as necessary.

b. Unit Pre-Accident Plan. Units will provide a copy their pre-accident plan to 5th RTB for review prior to arrival. Units will conduct a unit pre-accident plan rehearsal prior to operations in A-685 or the Marauder NVD area.

c. Terminology (Also See DOD FLIP Flight Information Handbook).

(1) MAYDAY (Transmitted 3 times). This should be used when further flight is not possible or if an emergency landing is required. Time permitting; transmissions should include call sign, location, nature of emergency, fuel, and number of persons on board.

(2) PAN (Transmitted 3 times). This should be used when further flight is inadvisable, but landing is not an actual emergency (i.e., "land as soon as practical") or if a precautionary landing (PL) is made for other reasons. Aircrews will make a PL whenever there is a significant reduction in aircraft performance or handling; if any operating limitation has been exceeded not otherwise covered under "emergency landing"; or when encountering weather conditions below authorized minimums and exiting those conditions cannot be performed in a safe manner.

(3) CANCELLATION. Once the aircraft is safely on the ground and there is no injury or damage, the appropriate flight advisory agency should be notified so that emergency response actions can be terminated.

c. Special Procedures. In the event of an aircraft accident the following actions will occur:

(1) Aircraft operations will be limited in the vicinity of the accident to those aircraft necessary for lifesaving actions, security, and investigation. The appropriate flight advisory agency will coordinate the suspension of all conflicting administrative and tactical activities within the vicinity of the accident site to include the maneuvering of tactical ground units.

(2) All crewmembers and other individuals who may have contributed to the accident will be transported to a medical emergency facility for evaluation, regardless of appearance of injuries. This includes all Class A-C accidents/mishaps or as directed by the unit commander (IAW AR 385-40, Para 4-4(3)).

(3) Aircraft will not be moved following any mishap until properly released. Aircraft may be released by the unit commander or his designated maintenance representative for PLs without injury or damage (Class E mishaps). All Class A, B, or C accidents may only be released by the president of the accident investigation board. The 5th RTB Operations is responsible for notification of all appropriate external agencies in the event of any Class A, B, or C aircraft accident.

(4) Personnel witnessing the aircraft accident should make every reasonable effort to obtain the names, addresses, and telephone numbers of civilian personnel, and a description of damage whenever an aircraft mishap involves civilian property. The Fort Benning Public Affairs office will be notified as soon as possible whenever the mishap (including precautionary landings) involves civilian property.

(5) Military personnel not formally assigned to an accident investigation board IAW AR 95-30 or DA PAM 385-40, who are the first to arrive at a military aircraft accident site outside of a military post or reservation must relinquish control of the site to civilian authorities unless such relinquishment would result in the unauthorized dissemination or loss of classified military information or classified military equipment.

(5) Unit Mishap notification procedures will be IAW the 5th RTB Aviation Pre-Accident Plan.

Chapter 6

Aircraft Maintenance

6-1. General. Maintenance Test Flights (MTF) will be conducted under VFR conditions during daylight hours and in accordance with AR 95-1 and ATM. Aircrews conducting MTF will ensure positive two-way communications are established with an appropriate flight advisory agency or unit operations for the duration of the flight.

6-2. Maintenance Test Flight Areas (MTFA). Positive communications with a flight following agency will be maintained while conducting Maintenance Test Flights (MTF) in A-685. This may be coordinated through the Macon Flight Service Station.

6-3. Environmental considerations. Aircraft maintenance involves the use of many products that become hazardous waste materials when they are no longer suitable for their intended use. Failure to comply with Federal and state Laws can result in personal liability with judicial incarcerations and monetary fines. The 5th RTB will not provide any means of collection and disposal of hazardous materials. Unit Environmental Compliance Officers will make all necessary coordination for the proper collection and disposal of the unit's hazardous waste.

Appendix A

References

Federal Aviation Administration (FAA) Order 7400.2, Procedures for Handling Airspace Matters

FAA Army Exemption No. 3946, Exemption from Federal Aviation Regulation (FAR) Section 91.73(a) and (b)

FAA Navy (USMC) Exemption No. 5978, Exemption from FAR Section 91.209(a) and (b)

U.S. Dept. of Agriculture Forest Service Special Use Permit (ref. FSM 2710); Supplemental Agreement no. DACA 21-9-93-0137

Department of Defense Regulation 4515.13-R, Air Transportation Eligibility.

Department of Defense Flight Information Publications.

Army Regulation 95-1, Flight Regulations.

Army Regulation 95-2, Air Traffic Control, Airspace, Airfields, Flight Activities, and Navigational Aids.

Army Regulation 95-10, DoD NOTAM System

Army Regulation 200-1, Environmental Protection and Enhancement.

Army Regulation 360-61, Community Relations.

Army Regulation 385-10, The Army Safety Program.

Army Regulation 385-40, Accident Reporting and Records.

Army Regulation 385-64, U.S. Army Explosives Safety Program.

Department of the Army Pamphlet 200-1, Environmental Protection and Enhancement.

Department of the Army Pamphlet 385-40, Army Accident Investigation and Reporting.

Field Manual 1-202, Environmental Flight.

Field Manual 1-300, Flight Operations Procedures.

Field Manual 1-303, Air Traffic Control Facility Operations and Training.

Technical Manual 5-803 4, Planning of Army Aviation Facilities.

Technical Circular 1-210, Aircrew Training Program.

United States Army Infantry Center and Fort Benning Aviation Standard
Operating Procedures

Appendix B Glossary

AAF	Army Airfield
A2C2	Army Airspace Command and Control
ACP	Air Control Point
AGL	Above Ground Level
AHP	Army Heliport
ALSE	Aviation Life Support Equipment
APG	Aviation Procedures Guide
ASO	Aviation Safety Officer
CCP	Communication Control Point
CFM	Camp Frank D. Merrill
DNR	Department of Natural Resources
DoD	Department of Defense
EOC	Emergency Operations Center
FAA	Federal Aviation Administration
FLIP	Flight Information Publication
FORSCOM	Forces Command
FM	Frequency Modulated
FSS	Flight Service Station
IFR	Instrument Flight Rules
IMC	Instrument Meteorological Conditions
IIMC	Inadvertent Instrument Meteorological Conditions
MSL	Mean Sea Level
MTF	Maintenance Test Flight
NFS	National Forest Service
NAS	National Airspace System
NOTAM	Notices to Airmen
NVD	Night Vision Device
PMSV	Pilot-to-Metro Service
PPR	Prior Permission Request
TC	Technical Circular
TI	Technical Inspector
TRADOC	Training and Doctrine Command
UAV	Unmanned Aerial Vehicle
VFR	Visual Flight Rules

Appendix C
COMMONLY USED FREQUENCIES

AIR TO AIR	
VHF (Pri)	UHF (Alt)
139.300	227.2

Mountain Ranger 08 (zero-eight) or 38 (three-eight) H (hotel)	
FM (Pri)	FM (Alt)
34.100	73.000

MACON FSS	
VHF	UHF
122.2	255.4
122.4	
114.2T	
122.1R	

5th RTB FREQUENTLY USED PHONE NUMBERS

DSN: Not avail
 COM: 706-864-3327/3367 ext XXX

STAFF DUTY OIC/NCOIC	ext. 0
HQ	ext. 0
S-3	ext. 231/232
S-3 (Air)	ext. 231/232
MEDEVAC	ext. 613
MOTORPOOL	ext. 280
CFM PX	ext. 600
CFM COMMISSARY	ext. 610
TROOP MEDICAL CLINIC	ext. 800

WEATHER
 SHAW AFB

cmcl (803) 895-0939/40/41/42/43
 DSN 965-XXXX
 FAX DSN 965-0527
 FAX cmcl (803) 895-0965

MACON FSS

1-800-WX BRIEF (992-7433)

USAIC AVN SAFETY AND STDZN OFFICE

cmcl (706) 545-2425/4753
 DSN 835-XXXX

LAWSON AAF OPS

cmcl (706) 545-3524
 DSN 835-XXXX
 FAX (706) 545-7249

LAWSON AAF AT&A OFFICER

cmcl (706) 545-3524
 DSN 835-XXXX

LAWSON WEATHER

cmcl (706) 545-3824/5628
 DSN 835-XXXX
 FAX (706) 545-3104

GEORGIA ARMY NATIONAL GUARD
 FACILITY NUMBER 2, ATL GA
 OPERATIONS OFFICER

cmcl (678) 655-XXXX
 (678) 655-3443